

Factory Location?

IF you decide that the nature of your industry requires you to locate in Greater New York, do so, but do not fail to locate on Long Island. Almost two-thirds of the Big City; an area of over two hundred square miles; lies on the western end of Long Island. Here is a section that offers unique advantages whether you are seeking floor space in a model factory building or the location of a modern industrial plant on the most pretentious scale.

The administrative limits of Greater New York include about one hundred and fifty square miles of suburban territory outside the Old City of Brooklyn and Long Island City. An industry here has the combined advantages of a country and a city location.

You will find the basis of freight rates acceptable, being, generally speaking, the same as New York, and you will find the facilities for shipping and receiving between this territory and Manhattan and points on or reached via the Trunk Lines radiating from New York attractive, and, what is more, an industry located at any point on Long Island has an absolutely free choice of the Trunk Line it will patronize beyond New York.

For six years the public have watched the expenditure of millions of dollars in the great work of providing quick passenger transportation between Long Island and Manhattan. During the same period the Long Island Railroad has laid out millions of dollars in new and enlarged facilities for the transportation of freight.

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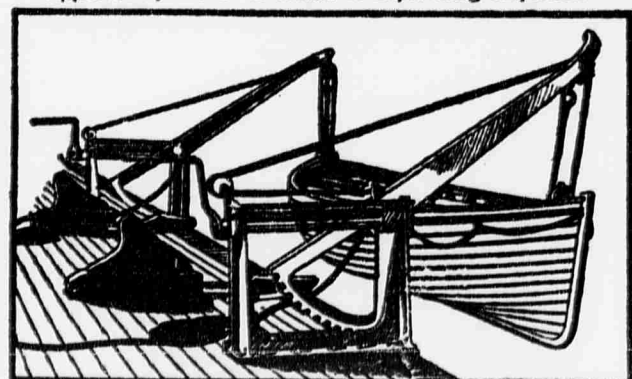
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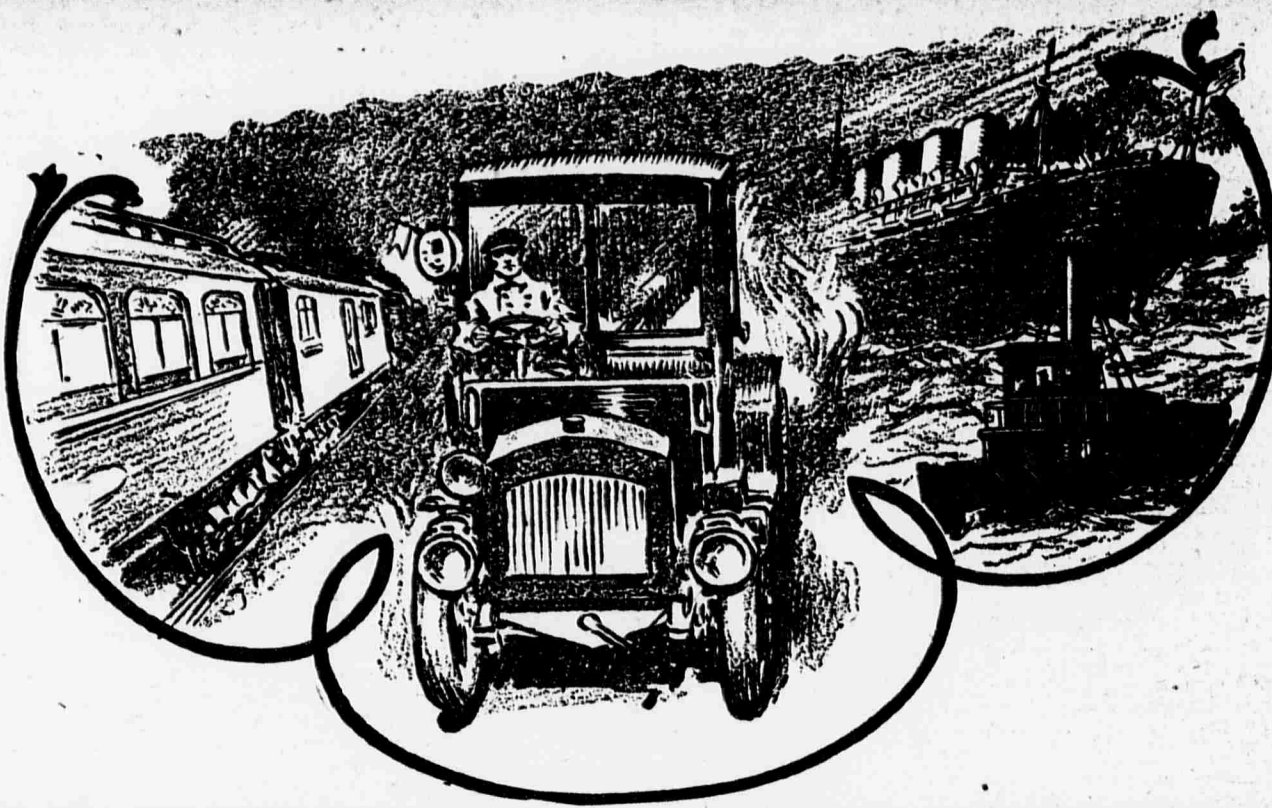
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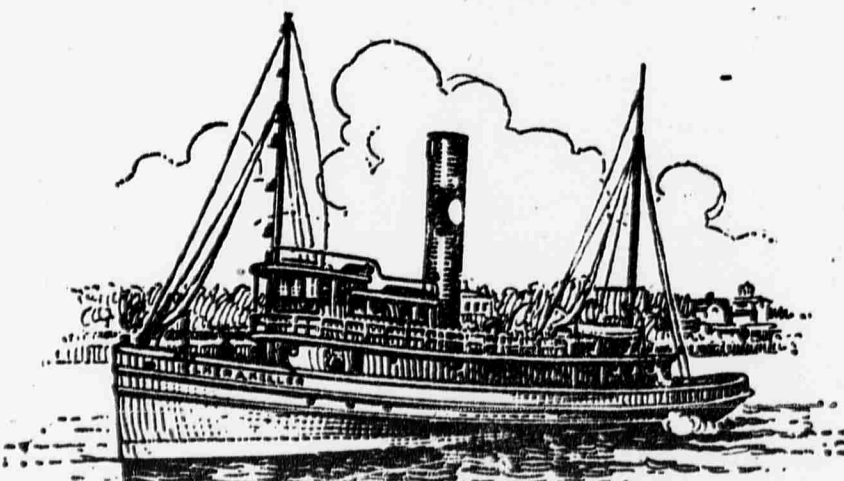
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Even should some one wish to come down from the other hotel just at the moment that the taxicab was discharged there it would not be possible for this taxi from the other hotel to take the fare.

This regulation, the taxicab stand owners complain, hurts the business, because it forces a lot of traffic with empty cars which otherwise might save gasoline, and indeed decreases the earnings of the cars.

By convenience, speed and manageability the taxicab has worked itself into the good will of the people of the city. Few if any of them ever have serious breakdowns when on the way in a hurry, and for some reason punctures appear to be few. Even at that, new devices make the delay from punctures something less than it would be on a cup racer. Altogether the popularity of the taxicab appears to be founded on a solid basis, and the chances are that before long the number of taxicabs registered in the State will begin to rival the number of privately owned cars that have license numbers.

METAL POLISH MADE HERE.

American Product a Good One, Although the Business is Young Here.

Making metal polish has developed to be a great industry since it was introduced in a tentative sort of a way about thirty years ago. The first polishes brought here came from Europe. They had a hard time struggling against the home devices already in use, but eventually they won out. In turn those foreign polishes have been put in the shade by those made in this country.

It was the American manufacturer who was the first to put on the market a black polish that was as good as the white one. There are many sorts of polish made in the United States now compared with the slim manufacture of about fifteen years ago.

This branch of manufacturing industry was not recognized as a strictly legitimate business until recent years, but it is now placed by the American Railway Association with the paint, varnish and like trades. There are now ten concerns in the United States which have large up to date plants with an extensive domestic and foreign trade. The forming of an association of metal polish manufacturers is under way and will be one of the strongest in the country. What was once merely a pot boiling business bids fair to become one of the strongest and largest in the world.

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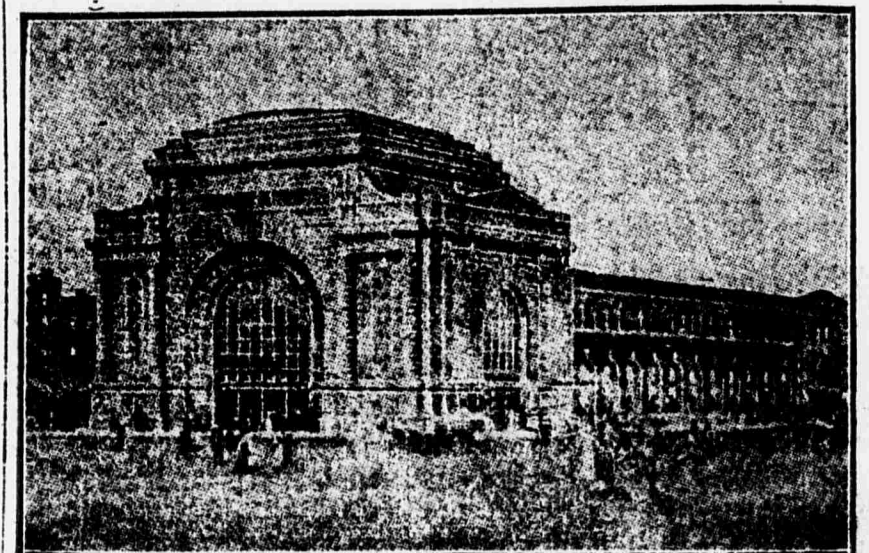
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